



THE TRAINMASTER

NOVEMBER 1968

Number 120

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NOVEMBER MEETING

The November meeting of the Pacific Northwest Chapter, NRHS, will be held on Friday, November 15, 1968 at 8:00 p.m., Room 208, Union Station, Portland. The election of officers for the Chapter will be agenda at this meeting. Also, approximately 60 slides will be shown of Portugal, Spain and Canada by Ken McFarling.

PRESIDENT'S MESSAGE

The election of Pacific Northwest Chapter officers for 1969 will take place at the November meeting. All Chapter members are urged to come to the meeting and vote.

The increase of Chapter dues to \$3.00 a year passed at the October meeting. It will be effective for the 1969 dues year.

A motion was passed at the October meeting setting the dates for RAILCON '69. The convention will be held on June 21 and 22 subject to hotel space being available for those days.

Handling of routine Chapter business by the Board of Directors was discussed at the October meeting. The present Board will develop and present a proposal for increasing the authority of the Board.

The October meeting approved an appropriation of \$50.00 for filing materials and shelving for the Chapter's Library in Room 1, Union Station. At the present time the Library is badly in need of organization.

CHUCK STORZ
President

CHAPTER CALENDAR

November 15 Regular Monthly Meeting. Room 208, Union Station. 8:00 p.m.

NO DECEMBER MEETING.

January 17 Regular Monthly Meeting. Room 208, Union Station. 8:00 p.m.

February 21 Regular Monthly Meeting. Room 208, Union Station. 8:00 p.m.

(Editor's Note: Please refer to the calendar above rather than one previously published. An error was made, and it stands corrected as above.)

EXCURSIONS - LOCAL AND NATIONAL AS RECEIVED

"Fall Foliage" Tour

PNERA's "Fall Foliage" Tour has been cancelled. The Northern Pacific Railway is going to scrap all passenger cars not being used by presently running passenger trains. This means there will be no cars available for special or excursion trains.

EXCURSIONS - LOCAL AND NATIONAL AS RECEIVED (continued)"Winter Wonderland Special"

PNERA's "Winter Wonderland Special," Sunday, February 16th from Portland to Chemult, Oregon, via Southern Pacific Railroad, over the scenic Willamette Pass. This may be the first and last time for this excursion. Approximate price: \$25.

"Shasta Daylight Tour"

PNERA's "Shasta Daylight Tour," Weekend, May 30-June 1. A special excursion on this famous train, with a free Saturday in San Francisco, has been requested from the railroad, but we are awaiting approval of this train.

NORTHWEST RAILWAY REVIEW
PNERA, Inc. - Vol. XIII No. 10

"McCloud River" and "Cal-West"

January 25, 1969 - McCloud River RR - Diesel Powered.

April 19, 1969 - Cal-West. Malley.

THE CLUB CAR
Pacific Locomotive Association
Members Bulletin #71

NATIONAL NEWS"The Muskingum Electric Railroad"

Southeastern Ohio has many square miles of national forests that circle a large area which has been subjected to strip mining for generations. Much of the coal went to power plants of the Ohio Power Company, which inaugurated years ago a program of tree planting to cover the large wasteland left behind. Now there is a recreation area covering parts of several counties dotted with picnic areas and camping grounds, managed as well as any national or state parks. To this Ohio Power Company has added a special attraction for the railfan - a spanking new electric railroad for mass hauling of coal from mine to power station conveyor.

Its 15 miles of trackage running through quite hilly country provides interesting stretches of cuts and fills, overpasses and underpasses, everything except a tunnel. Trackage was pretty much completed by mid-September, and catenary erected over about 2/3 of it. Two 5000 hp locomotives and the required 100-ton coal cars have been delivered.

NATIONAL NEWS (continued)

A spur track off non-electrified new B&O RR trackage near Cumberland, Ohio, and the connection with the Muskingum Electric Railroad, has been especially built to display one of the locomotives, together with two heavy-weight, brightly painted sleepers, one of which has been converted for meal service. All were parked adjacent to a brand new full-sized depot. P.R. personified!

The other locomotive on September 16th was parked on a very slow curving loop near the strip mining site, where on a trial movement the #4 axle had climbed the rail. The trucks are 3-axled, each motored. Many further tests are indicated before this engine can serve its purpose; handling large tonnage over private trackage unattended.

Much of the line is readily seen from the state (76) and county highways south of Interstate 70 and north of Ohio 60, but over weekends the public has access to coal company roads that parallel the line practically its entire length. Distance from Pittsburgh: approximately 140 miles.

JOHN BAXTER
THE KEYSTONE
Pittsburgh Chapter, NRHS

"San Francisco Bay Area Rapid Transit District Notes"

In September, 1968, Whitcomb Diesel-Electric locomotive (Builder's Number 60749) was delivered to BART contractor Dravo Corporation at the Southern Alameda Yard. Dravo Corporation has the contract to lay the first rails of the BART in Alameda County - and the very first permanent BART tracks which will be laid between Hayward and Oakland. For most of the way they will be on the aerial structure which is the BART term for elevated. For much of its distance it closely parallels the main line of the Western Pacific Railroad out of Oakland.

The Whitcomb Locomotive was built in 1946 for the Potlatch Forests, Inc., Lewiston, Idaho, where it first went into service on May 28, 1946. As built it was a double-truck standard gauge engine and it was still standard gauge when received by the Dravo Corporation at BART's Southern Alameda Yard. To fit it for service on BART's first trackage (5-foot 6-inch gauge which has been adopted for all the BART system) the trucks were removed and sent to the shop to be changed for operation on broad gauge track.

THE BAY AREA ELECTRIC
RAILROAD REVIEW
BAERR Assn., Inc. Issue 255

"PC Dedicates New Automatic Yards"

The railroad industry's most modern electronic freight classification yard was dedicated by Penn Central here today. The \$29 million facility, hub of the railroad's eastern operations was named the Alfred E. Perlman Yard in honor of Penn Central's president.

NATIONAL NEWS (continued)

The new yard utilizes spaceage technology and cybernetics to cut almost in half the time previously required to move cars through yarding operations. Perlman Yard also includes locomotive and freight car repair and maintenance shops.

"This facility is symbolic of the new Penn Central and its determination to achieve even higher standards of performance," Stuart T. Saunders, board chairman, said, "Our paramount objective is to make Penn Central service not only competitive, but exceptional in the entire transportation industry."

The 70-track classification yard, with locomotive and car maintenance and repair facilities, stretches 7 1/2 miles and covers 632 acres. Replacing eight smaller, obsolete yards, it is the major switching point for freight traffic moving between inland America and New England, the New York metropolitan area, and ports around the world.

A "plague" naming the Perlman Yard was unveiled by Mr. Saunders, who then presented Mr. Perlman with a replica.

The official dedication of Perlman Yard by-passed the traditional ribbon-cutting ceremony in favor of an eight-foot high electronic board which, in miniature, showed how the yard classifies freight cars.

On rows of tiny railroad tracks moved colorful cylinders representing equipment. Freight cars were switched from track to track at the whim of anyone who wished to play the classification game. Penn Central officials explained that a tiny computer and duplicates of some of the other electronic wonders of the yard itself were employed to operate the model.

Perlman Yard is the first to employ a digital computer to control the classification of freight cars, a unique application of electronic technology. Older freight yards use analog computers, which can handle only process control, while the new digital computer can be programmed to do many jobs at one time.

As freight cars are pushed over the Yard's hump to roll by gravity onto one of 70 classification tracks, measurements are made by electronic counters, strain gages, photo-electric cells and radar units. These devices measure the weight, length and height of each car to determine its rolling characteristics.

The computer then balances the measurements against such factors as wind velocity, and the distance the car must roll to couple with other cars already on its particular track. All of this mathematical computation is done with unfailing accuracy in a fraction of a second. This is the only yard in the world which substitutes some of these electronic devices in lieu of track circuits used in other classification yards.

The computer is capable of such rapid calculation that between car movements it also can handle additional jobs, such as preparing data on trains arriving for classification. Thus, while one train is being classified, another is being readied for the same operation.

NATIONAL NEWS (continued)

Seven hundred diesel locomotives will be maintained in a new shop. The most modern and efficient locomotive fueling and inspection facility yet developed daily serves 140 road locomotives, as many as 10 at one time, with a total of 100,000 gallons of fuel oil, 1,000 gallons of lubricating oil and 70 tons of sand. Freight car repairs are made in a shop facility permitting work on eight cars simultaneously.

Perlman Yard statistics are impressive. Its track, mostly of welded rail laid on a half million crossties and secured with two million spikes, total 133 miles and have capacity for more than 8,300 cars. There are more than 400 switches. Sixteen buildings house the various yard equipment and facilities. Three million gallons of diesel fuel can be stored in three tanks. Twenty miles of paved road give access to the various yard areas.

ALTOONA MIRROR

Altoona, Pa. September 25, 1968

REGIONAL NEWS

"New Passenger Cars Join SP's Commute Fleet"

The first two of 15 new double-deck passenger cars have joined Southern Pacific's Peninsula commute fleet. Two additional cars are scheduled to arrive and be placed in service early next week.

Total cost of the 15 cars - which will provide seating for more than 2,400 commuters - is in excess of \$3 million. All 15 are slated to be in operation before the end of the year.

The new air-conditioned cars are generally similar to the 31 double-decked gallery cars familiar to all SP commuters.

SP Public Relations

BOB SEDERHOLM

San Francisco, California